

RAIL STRIKE CHIEFS IN CHEERFUL MOOD AFTER CONFERENCE

Expect to Be Recalled by President Tomorrow.
Call on Gompers.

BROTHERHOOD ENVOYS SAY CREWS MAY BALK

Condition of Equipment Blamed.
Peace on Southern Up to Men,
Declares Jewell.

By the Associated Press.

Negotiations to end the strike of railroad shop crafts men were resumed yesterday by President Harding and B. M. Jewell, president of the railroad employees' department of the American Federation of Labor. W. H. Johnston, president of the machinists, and J. P. Noonan, head of the electrical workers' brotherhood, left the White House after an hour of conference with the chief executive, expecting to be recalled tomorrow.

It was not disclosed whether the President had communicated again with railroad heads, whose refusal last week to grant his proposal to give returning strikers back seniority status terminated the first settlement attempt, but the strike leaders, in cheerful mood, said after the conference that the proposals, as originally outlined by the President, constituted their "irreducible minimum" in seeking honorable settlement.

Tell of Dangers.

Likewise, H. E. Willis, J. Paul Stephens and Arthur J. Lovell, representing, respectively, the engineers, trainmen and firemen, and the men, three of the four brotherhood organizations, saw the President at the instance of national chiefs of these orders and of the switchmen's union and presented the possibility that grave prospects of further rail unrest were in sight unless the shop situation was straightened out. It was understood that, while they did not set up a possibility of sympathetic strikes by their members, they declared that the condition of railroad equipment, locomotives particularly, on many roads was growing to be such that train crews might refuse service. No public statement of their report was made, other than that contained in the message from the brotherhood heads under which they acted in going to the White House, and nothing was given out officially. They made it plain, however, that they made no request of the President for a conference with the brotherhood chiefs.

Peace Up to Men.

The meeting between general chairmen of shop workers on the Southern railway and operating officials, set for yesterday, was postponed until tomorrow for the reason, according to union leaders, that all the representatives of the men had not arrived in Washington. The Southern has acted separately from the other large roads of the country, and has offered a separate settlement on the basis of President Harding's proposals, without reservation. Mr. Jewell said last night that the question of whether the Southern shopmen would go back was "entirely up to them," and that the general policy committee of the shopcrafts federation had instructed general chairmen to meet officials of single railroads wherever such a meeting was desired.

Officials of the shop unions, though informed to a degree concerning the representations made by the brotherhood representatives at the White House, declared they had no connection with the move. The claim that locomotive and rolling stock were deteriorating badly because of the shop strike was repeated by the union chiefs and held up by them as the influence which would determine the strike. All participants held the belief that President Harding, if he intended to exercise further suasion on the railroad executives, would ask no further concession from the men other than that involved in his original proposal of accepting the Railroad Labor Board wage awards and returning to work pending rehearings.

Call on Gompers.

Mr. Jewell and Mr. Johnston called upon Samuel Gompers at the American Federation of Labor after the White House visit, and some of the representatives of shopmen on strike in an eastern territory were called into Washington for the week end to discuss the strike with the national officers. Mr. Gompers gave out a statement last night which charged that "organized employing and financial interests were rallying to the support of labor managements in order to make of the railway strike a unified union-smashing campaign."

Mr. Gompers to support his charge presented a telegram which he displayed the National Industrial Council of New York had just sent out, urging its membership to send "a volume of expressions of associations, but particularly individuals, to the President, sustaining position of railroads on seniority," to assist railway officials to man shops and to "bring pressure on presidents of roads in your territory to stand firm in their position to date."

35 TO 40 DEAD, 60 HURT IN MISSOURI TRAIN CRASH

Flyer Telescopes Another Stopping for Water—Boy Scouts Die—Escaping Steam Cooks Many.

By the Associated Press.

ST. LOUIS, August 5.—Missouri Pacific passenger-express No. 4 crashed into the rear of train 32, an accommodation, en route to this city at Sulphur Springs, twenty miles south of here, about 10 o'clock to-night, killing upwards of thirty-five to forty persons and injuring about sixty, some seriously.

Striking union shopmen manned a wrecking and relief train when they learned of the accident and rushed to the scene, which was described as resembling a "battle field." Steel coaches of the express splintered the wooden coaches of the accommodation as it ploughed its way through them from the rear, dumping passengers and debris over a quarter of a mile area, and tearing up the roadbed, twisting rails into a tangled mass resembling a bunch of huge ropes.

Coches rolled down an embankment into a creek which flooded the coaches, and, according to reports, drowned passengers who were pinned beneath broken seats.

Boy Scouts en route here from a summer camp, who were passengers on the accommodation, aided in rescue work, while a few were reported either killed or missing. Their coach was scattered and dumped partly into the creek, but most of the boys escaped. Engineer Matt Glenn of the express was instantly killed. The cause of the wreck is undetermined, but an investigation will be started immediately.

Stopped for Water.

The accommodation was en route from Hoxie, Ark., to this city. It had stopped at Sulphur Springs to take water. Train No. 4, the passenger-express, en route from Fort Worth to this city, roared along into Sulphur Springs and splintered its way through the accommodation.

Engineer Glenn had grabbed an "order stick," with instructions regarding the accommodation, as he passed a station en route to Sulphur Springs. The local was composed of seven coaches, the express of twelve steel cars.

Squalling steam from the engine of the express which was ditched, escaped into the wooden coaches it had splintered and cooking victims in the wrecked coaches. Axes and picks from emergency kits carried in the steel cars were put to heroic use by passengers who were not too greatly excited or shocked to aid in rescue work. The entire town of Sulphur Springs and all physicians and surgeons are aiding in caring for the injured.

Station Temporary Morgue.

The railroad station and express room is arranged as a temporary morgue. Private automobiles serve as ambulances. Numerous ex-service men in this region are aiding in rendering first aid to the injured.

Many of the Boy Scouts were injured, the crash arousing many of the boys, who had fallen asleep after their outdoor encampment. The names of the dead are not yet known and many are said to have been so badly mangled that identification would be almost impossible.

Relief train from St. Louis, Poplar Bluff and De Soto were sent to the wreck, carrying all physicians available from the towns and cities along the route. Among the few dead to be identified were Rev. V. O. Penley of De Soto, Mo., and Miss Irene Moon of Festus, Mo.

Coal Production

Up 317,000 Tons,
Report for Week

Coal production for the week will be about 317,000 tons greater than in the previous week and will total about 4,250,000 tons, the geological survey estimated yesterday.

The increase was due to improved railroad conditions in the non-union fields, the survey said, rather than to reopening of mines. The total weekly output is still about 1,100,000 tons short of levels reached by the non-union output before the shopmen's strike.

The increase has been practically no increase in output in any of the strongly organized districts, the survey said, and the increase in shipments from Pennsylvania and from the Fairmont and Kanawha districts of West Virginia has not been large.

The output of anthracite coal will be barely 30,000 tons for the current week, the survey added. Taking anthracite and bituminous coal together the output during the corresponding week of 1921 amounted to a total of 3,070,000 tons, the survey said, while in 1920 the total of anthracite and bituminous for the corresponding week was 11,233,000 tons. The present rate of output, the survey concluded, "is, therefore, from 5,000,000 to 6,000,000 tons below normal."

Operators Expect

TO SELL COAL SOON

Cleveland Parley Raises
Hope of Speedy End to
Long Strike.

By the Associated Press.

CLEVELAND, Ohio, August 5.—Representatives of bituminous coal operators of the central competitive district and members of the United Mine Workers of America are expected to hold meetings here tomorrow preliminary to the interstate conference of operators and miners on Monday called by John L. Lewis, president of the miners' union.

While Ohio coal operators and miners were confidently looking to the meeting on Monday to settle the coal strike, the effects of the coal shortage upon industry throughout Ohio were increasing.

D. C. COAL SUPPLY WILL BE HANDLED BY UTILITIES BODY

Tentative Priority List Also
Announced After Conference
at District Building.

CONSUMERS MUST BUY
FUEL AS IT IS NEEDED

None Will Be Allowed to Fill
Bins for Winter, Says
Keller.

The Public Utilities Commission has been definitely selected as the fuel agency for the District to obtain the winter supply of coal, Engineer Commissioner Keller announced last night.

A tentative priority list to guide the commission in distributing fuel according to the importance of the consumer was drafted at the District building yesterday.

That list may be revised, however, following another conference between the Commissioners and the coal dealers in Col. Keller's office tomorrow morning. This conference was scheduled for 4 o'clock yesterday afternoon, but at the last minute the coal men notified the colonel that they would not be ready to discuss the situation until Monday.

The tentative priority list is as follows: 1, public utilities; 2, hospitals and asylums; 3, bakeries, ice plants and dairies; 4, residences and apartment houses; 5, office buildings; 6, laundries; 7, hotels; 8, private schools and colleges; 9, all business places not mentioned above; 10, unassigned; 11, churches; 12, theaters; 13, department stores and 14, newspapers.

Col. Keller stated that the utilities commission may need more employees to handle coal distribution. The Commission has an emergency fund of \$3,000. If this appropriation proves inadequate to finance the handling of the coal situation, Col. Keller said a small tax may be placed on the coal obtained by the commission on priority orders to defray the expenses of the commission.

The colonel did not disclose the details of the proposed tax scheme, which apparently is being considered only as a possibility if the fuel shortage continues throughout the winter, necessitating much clerical work in connection with distribution.

Yesterday's conference with the coal men dealt principally with the priority list and the question of price regulation was discussed only in a general way, the Engineer Commissioner stated.

The colonel explained that the most important problem is to set up a method for obtaining and distributing the coal. He intimated that when this is settled a fair margin of profit will be fixed for the dealers. The records of the Federal Trade Commission and other government agencies in Washington will be used, Col. Keller said, in determining what the fair profit should be on coal here this winter.

To Prevent Resales.

"We know the prices at the mines and we know what the freight rates are," said the colonel. "With these facts it should not be difficult for us to arrive at the margin the dealer should be given."

Not only will the commission seek to control the price of coal, but it will endeavor to prevent the re-sale of fuel obtained on a priority order. For example, if a commercial concern or an individual obtains a stated amount of coal and attempts to sell it to some other consumer, that concern or individual will be cut off from further priority rights.

Col. Keller stated last night that the best plan for each household to follow is to place his order with his regular dealer. Each dealer will communicate the needs of his consumers to the commission, which will in turn file the orders with the federal fuel administrator.

Col. Keller stated that the commission as far as it is able, check up on the requests for fuel to see that no consumer gets more than he should.

It was plainly indicated that no consumer may expect to get his full winter supply of fuel at one time, as he has been accustomed to do under normal conditions.

May Use C. & O. Canal.

Apparently, the aim of the utilities board will be to see that everyone has enough coal for current needs rather than allow some more fortunate ones to get a season's supply in advance.

The desirability of putting the Chesapeake and Ohio canal into service as soon as mining is resumed in the Cumberland section is understood to have been broached at the conference yesterday morning between the Commissioners and the coal men. The Star a week ago called attention to the value of the canal in bringing coal to Washington if the railroads are in a jam this winter. The canal, according to one of its officials, could bring 25,000 tons a month to the District.

CHALLENGED TO DUEL.

Montevideo Foreign Minister Resents Words of Deputy.

MONTEVIDEO, August 5.—Foreign Minister Buero today challenged Garcia Morales, a nationalist deputy, to a duel.

The challenge was the result of a heated verbal exchange during debate in the chamber of deputies.

Mother Rabbit Kills
4-Foot Snake Which
Swallowed Its Young

Special Dispatch to The Star.
COLONIAL BEACH, Va., August 5.—A rabbit killed a four-foot blacksnake yesterday near the home of W. R. Ward of Lyells, Va. The reptile had just swallowed one of the rabbit's offspring.

After kicking the snake into unconsciousness, the rabbit finally killed it by gnawing two large places in its head.

NATIONAL CAPITAL IDEAS WITH A HOOSIER LOCATION.



News Note: Former Vice President Marshall is trying to find a suitable home in Indianapolis. Nothing satisfactory to date.

INCUMBENTS LEAD IN KENTUCKY VOTE

Langley, Cantrill, Fields Appear to Have Been Renominated.

LIGHT VOTE GENERAL

Returns From Seventh, Ninth and Tenth Districts But Scattering.

By the Associated Press.

LOUISVILLE, Ky., August 5.—Early and scattering returns from the seventh, ninth and tenth congressional districts indicated that the incumbents in those districts had been nominated by their respective parties in today's congressional primaries. Representative Langley, republican, was leading Fess Whitaker, the "jailed jailer" of Letcher county, by approximately 800 votes on scattering returns from three mountain counties. Letcher county, the home of Mr. Whitaker, giving Mr. Langley a majority of 200 with approximately one-half of the precincts in.

In the seventh district Representative J. Campbell Cantrill was polling a vote of ten to one over R. E. Lee Murphy for the democratic nomination. Returns from two counties in the district gave Mr. Cantrill a lead of 2,410, Fayette county alone giving him a majority of 1,542.

In the ninth district Representative W. J. Fields was leading H. C. Duffy and two other candidates by 253 votes in fourteen of the twenty-nine precincts in Breathitt county, while dispatches which did not give definite returns said that he was leading in other counties.

The vote today, early reports say, was very light, even in the districts where hard fights were waged.

"DEFEAT REED" SLOGAN.

A final vote on the tariff bill before September 1 is hoped for by republican and democratic leaders under the operation of a unanimous consent agreement entered into yesterday by the Senate. While the agreement fixes no date for a vote, it provides for sharp curtailment of debate and disposition before next Saturday of all amendments to the more important sections of the bill still in controversy.

The agreement was entered into as a compromise and was approved in the midst of debate on the sugar schedule. Opening that debate, Senator Harrison, democrat, Mississippi, renewed discussion of the letter written to Maj. Gen. Crowder, at Havana, by Senator Smoot of Utah, ranking republican on the Senate finance committee. Mr. Harrison said the letter proposed a reduction in the duty on Cuban raw sugar if Cuban producers would curtail their crop this year to 2,500,000 tons. Senator Smoot told the Senate he had written a letter, but not such a letter as that described.

Alleged Fund for Prisoners.

Senator Harrison also read what purported to be an agreement by certain interests concerned in the importation of Cuban sugar, who were to accumulate a fund of \$14,000,000 to be contributed by members on the basis of one-fourth of a cent a pound on sugar from Cuba, this sum to be paid to the American producers of cane and beet sugar upon some arrangement or agreement involving the fixing of the duty on Cuban sugar in the pending bill.

The Mississippi senator said this alleged agreement was drawn after Cuban producers had refused to enter into an arrangement to curtail their crop. The paper was signed, he added, by the Cuban Sugar Producers' Syndicate, Inc., by Alfred Groves, director, and that the headquarters were given as New York city. Inquiry was made as to the

Modern Captain Kidd Preys On Atlantic Rum Smugglers

By the Associated Press.

NEW YORK, August 5.—The presence in outer New York harbor of a phantom rum pirate, who pounces on liquor smugglers by night and joshes the prohibition navy by day, was revealed to customs officials when the United States rum scout Taylor returned to port today after trying for a week to capture this modern Captain Kidd.

Numerous tales of the escapades of the mystery ship, which has thrown consternation into the fleet of non-descript craft engaged in coastwise liquor smuggling were brought in by the crew of the Taylor.

The pirate captain is said to be a daredevil disciple of the Capt. Kidd he emulates; his crew of eight, an armed gang of reckless outlaws who carry automatic pistols instead of cutlasses, and drink Bahama whisky instead of Jamaica rum.

Reverses Outside Limit.

Their craft hovers just outside the twelve-mile limit, at the end of the ocean lane traveled by tugs, schooners, trawlers and yachts, engaged in hauling liquor from Nassau, Bahamas; St. John, Nova Scotia, to New York and New Jersey customers.

A description of the pirates' method was given by a member of the Taylor's crew as follows:

A smuggler's craft was anchored outside the safety of the twelve-mile

limit, waiting for the speedy harbor launch which would transfer its cargo of imported liquor to waiting bootleggers ashore. Suddenly and silently, the pirate ship appeared out of the evening mist and drew alongside. Her skipper boarded an anchored vessel, flashed a huge roll of currency, and bargained for the purchase of 200 cases of whisky.

When the liquor had been transferred from the hold of one vessel to the other the pirate calmly stuffed his roll out of sight and leaped aboard his own craft. The victimized crew ran for their guns. When they returned they found themselves looking into the muzzles of eight automatic pistols, as the mystery ship silently dove away into the darkness.

This quick disappearance act has earned the pirate ship the name of "Polyann" among those in the rum running trade. It was said.

Capt. D. S. McDonald of the Taylor, reported having seen "Polyann" several times, but never once did she venture inside the twelve-mile limit without whisking away to safety when the Taylor hove in sight.

Rum Navy Active.

Sometimes, said McDonald, the Volstead Capt. Kidd would shout an invitation to the crew of the rum chaser to have a drink. At other times the crew would line the rail—at a safe distance—drinking from a newly opened bottle of liquor.

Special Dispatch to The Star.

BALTIMORE, August 5.—Accusing each other of being the slayer of J. Bernard Pattison of Howard county, whose body with two bullet holes in it was found nearly three months ago, William Cronmiller, twenty-nine years old, and Mrs. Mary Belle Pease, twenty-seven years old, mother of three children, are held at Ellicott City, Howard county, charged with murder.

The body of Pattison with two bullet holes in the head was found May 18 last in a woods near Savage, on the farm of Thomas Pattison, the dead man's brother. On several occasions Pattison had been confined in Springfield Insane Asylum, but shortly before he met his death he had been discharged as cured.

Woman Is Arrested.

For weeks the murder mystery puzzled county and Baltimore detectives, but their clues finally led to the arrest of Mrs. Pease and an uncle, Harry Cavigan. At first both denied knowledge of the killing.

Constant grilling had its effect upon Mrs. Pease, and last night, it is understood, she sent Attorney James Clark a message that she wished to make a confession.

She is said to have told how she and Cronmiller had been engaged in a love affair for five years. At one of their meetings, she is said to have confessed, Pattison spied on them through promises of reward they managed to get his pledge that he would keep silent.

Both Cronmiller and Mrs. Pease knew of the brain disorder of Pattison. They feared, it is said, that in his condition he would not be responsible for any promise of secrecy made them.

"On the night of May 11," Mrs. Pease is said to have confessed, "I met Pattison in the woods. Cronmiller was there at the time. Pattison again threatened to tell what he had seen. Then Cronmiller took him farther into the woods."

"When he returned alone, Cronmiller said: 'Well, it is all over. I have shot Pattison. He will not trouble us any more.' It was Cronmiller, not my uncle, who killed Pattison."

Cronmiller, when arrested today, denied the killing and insisted Mrs. Pease told him she had shot Pattison. The woman and her husband are separated.

ARREST TWO MEN IN DRY PLOT RAID AT RACQUET CLUB

New York Lawyers Charged
With Planning to Foil
Prosecutions.

FEDERAL DOCUMENTS
FOUND UNDER CUSHIONS

Two Revenue Bureau Employees
Linked With Case on Bribery
Charges.

What is claimed to be a carefully planned conspiracy to interfere with the operations of the prohibition bureau was revealed by federal agents yesterday, following the arrest of two New York lawyers—Melville Sternfels, alias Steinberg, alias Stienfels, and Max Halperin, alias Halperin—believed to be the leaders in a scheme to prevent the prosecution of a liquor ring covering the entire eastern section of the country.

Carrying out plans, prohibition officers, led by General Agent William L. Nimmo, raided a suite of rooms at the Racquet Club which Sternfels had engaged ten minutes earlier, for a "conference" and uncovered the scores of press-release government documents containing records of evidence against big liquor concerns, distillers, druggists and professional bootleggers. The men, it was charged, obtained the records from the files of the revenue bureau by bribing two employees, who are alleged to have been in "the conference" with Sternfels at the Racquet Club. These bureau

agents were given names were given as Ivan P. Pennyworth and William R. J. Hayden, were arrested and subsequently released on their personal bonds.

Hidden Under Cushions.

The government documents recovered, according to the officers who made the raid, were found secreted under cushions of chairs, under a bed mattress, in a closet and in the pockets of Sternfels' clothes. Numerous other records which have been missing from the internal revenue bureau's files were not recovered and are believed to have been destroyed.

Eight separate charges were issued against the prisoners in the joint warrant with which they were served. The offenses alleged are conspiracy against the United States government, embezzlement, destroying public documents, receiving stolen property of the United States government, bribery of a United States officer, unlawfully removing and concealing public records, aiding and abetting in the above-named offenses and larceny of personal property of the United States.

Immediately after their arrest the men were taken to the police station, where they were questioned for several hours. Later they were removed to the office of United States Commissioner George H. Macdonald for a preliminary hearing. As a result of the hearing Sternfels and Halperin were released on \$25,000 bonds each, while the two prohibition officer employees were discharged on their personal bonds for appearance before the grand jury.

Alleged Fees Heavy.

According to the dry agents, Sternfels and Halperin have obtained

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TROLLEY STRIKE'S FIFTH
DAY BRINGS SIX DEATHS

Chicago Cars to Resume Operation
Monday—Merchants Estimate Loss in Millions.

CHICAGO, August 5.—The fifth day of the street car strike was marked by six deaths and scores of injuries in traffic accidents attributed to the congestion caused by the paralysis of electric transportation.

With the complete compromise seventy-cent fare offer accepted by the union leaders and recommended to the strikers for acceptance at a meeting to be held tomorrow, and a resumption of service expected Monday, automobiles continued to meet successfully the emergency.

Down town merchants have estimated their losses during the strike at several million dollars.

ARBUCKLE TO SEE ORIENT

Comedian and Secretary to Sail on
Business Trip August 16.

LOS ANGELES, August 5.—Roscoe C. Arbuckle, motion picture comedian, has applied to federal officials here for passports for himself and Harry Brand, his secretary, for a business trip of indefinite length to China, Japan and Korea.

They plan to sail from San Francisco August 16.

LABOR CHIEF ON TRIAL.

Fred Mader Denies Part in Killing
Policeman.

CHICAGO, August 5.—Fred Mader, former president of the Chicago Building Trades Council, took the stand in his own defense today, at his trial on a charge of conspiracy in connection with the slaying of a policeman, and denied that he knew anything about the killing. He was the first of the three labor men on trial, together with John Miller, admitted driver of the "death car" from which came the shot that killed the policeman, to appear on the stand.